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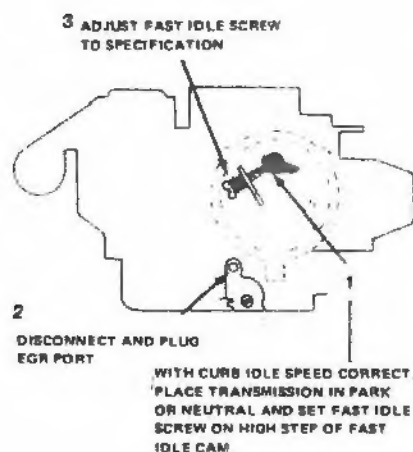
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29 CARBURETOR SERVICE

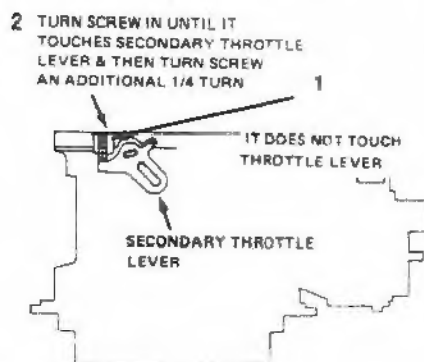
HOLLEY MODEL 6510-C General Motors Corporation

Year	Part Number	Vacuum Break Adjustment (in.)	Fast Idle Cam Adjustment (in.)	Unloader Adjustment (in.)	Fast Idle Adjustment (rpm)	Float Level Adjustment (in.)	Choke Setting
1983	14048827	.270	.080	.350	①	.500	Fixed
	14048828	.300	.080	.350	①	.500	Fixed
	14048829	.270	.080	.350	①	.500	Fixed
1984-85	14068690	.270	.080	.350	①	.500	Fixed
	14068691	.270	.080	.350	①	.500	Fixed
	14068692	.300	.080	.350	①	.500	Fixed
	14076363	.300	.080	.350	①	.500	Fixed

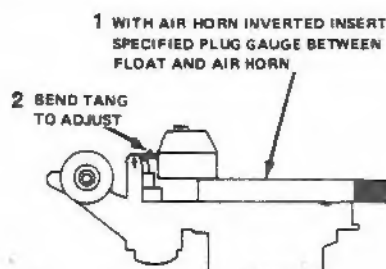
① See underhood decal



Fast idle speed adjustment



Secondary throttle stop screw adjustment



Float level adjustment

ROCHESTER CARBURETORS

Angle Degree Tool

An angle degree tool is recommended by Rochester Products Division, to confirm adjustments to the choke valve and related linkages on their late model 2 and 4 barrel carburetors, in place of the plug type gauges. Decimal and degree conversion charts are provided for use by technicians who have access to an angle gauge and not plug gauges. It must be remembered that the relationship between the decimal and the angle readings are not exact, due to manufacturers tolerances.

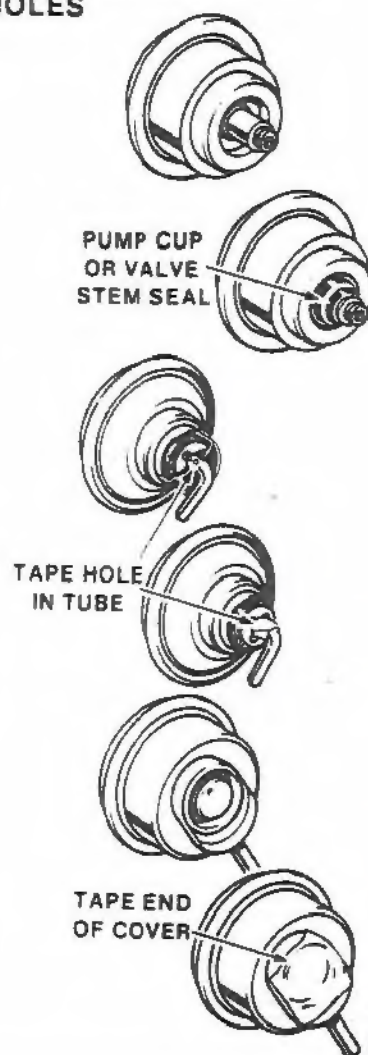
To use the angle gauge, rotate the degree scale until zero (0) is opposite the pointer. With the choke valve completely closed, place the gauge magnet squarely on top of the choke valve and rotate the bubble until it is centered. Make the necessary adjustments to have the choke valve at the specified degree angle opening as read from the degree angle tool.

NOTE: The carburetor may be off the engine for adjustments. Be sure the carburetor is held firmly during the use of the angle gauge.

Model Identification

General Motors Rochester carburetors are identified by their model number. The first number indicates the number of barrels, while the last letters indicates the type of choke used. These are V for the manifold mounted choke coil, C for the choke coil mounted on the carburetor and E for electric choke, also mounted on the carbure-

PLUGGING AIR BLEED HOLES



Vacuum break information—E2SE

tor. Model numbers ending in A indicate an altitude-compensating carburetor.

Models 2SE and E2SE

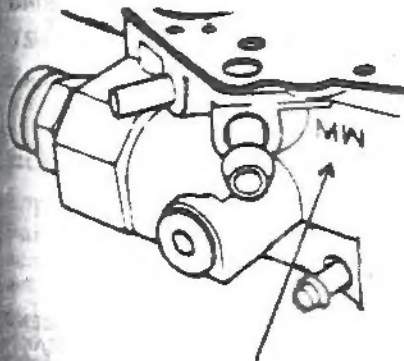
The Rochester 2SE and E2SE Varajet II carburetors are 2 barrel, 2 stage downdraft units. Most carburetor components are aluminum. The E2SE is used both in conventional installations and in the Computer Controlled Catalytic Converter System. In that installation the E2SE is equipped with an electrically operated mixture control solenoid, controlled by the Electronic Control Module. The 2SE and E2SE are also used on the AMC 4 cylinder in 1983.

For further information on feedback carburetors, please refer to *Chilton's Guide To Fuel Injection And Feedback Carburetors*.

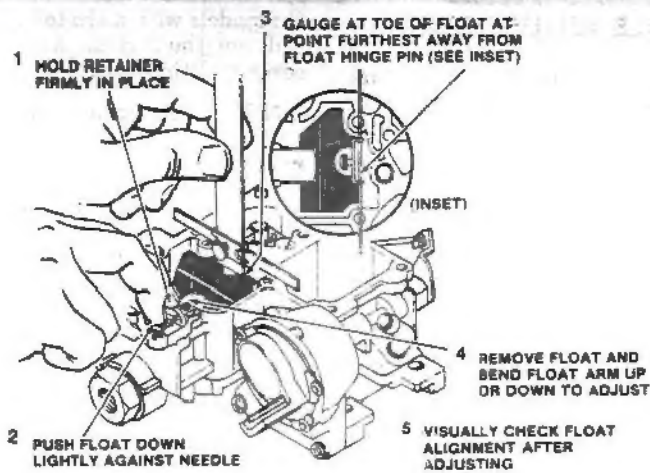
NOTE: Due to the presence of Ethyl Alcohol in some gasolines, the black rubber pump cup swells causing driveability complaints. In order to correct this problem, all "Varajet", "Dualjet" and "Quadrajets" carburetors with a "MW" designation (machined pump well) stamped on the carburetor next to the fuel inlet should use a Red Viton® pump cup when rebuilding the carburetor. The Red Viton® cup is NOT to be used on carburetors with tapered pump wells (no "MW" stamped on the fuel inlet). All "Monojet", "Dualjet" and "Quadrajets" carburetors with a tapered pump well should use a Blue Viton® pump and should be replaced as an assembly only. Because of differences in design, the Blue Viton® cup is not interchangeable with the red cup.

FLOAT ADJUSTMENT

1. Remove the air horn from the throttle body.
2. Use your fingers to hold the retainer in place and to push the float

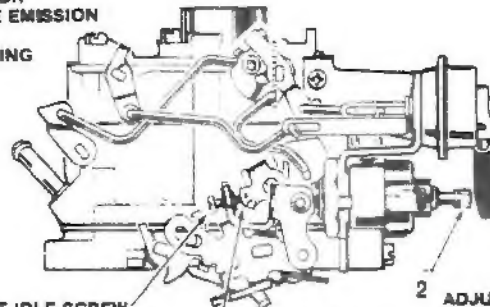


Machined pump well designation shown next to fuel inlet



2SE, E2SE float adjustment

1. PREPARE VEHICLE FOR ADJUSTMENTS - SEE EMISSION LABEL ON VEHICLE. NOTE: IGNITION TIMING SET PER LABEL.



2. ADJUST CURB IDLE SPEED, IF REQUIRED
3. PLACE FAST IDLE SCREW ON HIGHEST STEP OF FAST IDLE CAM
4. TURN FAST IDLE SCREW IN OR OUT TO OBTAIN SPECIFIED FAST IDLE R.P.M. - (SEE LABEL)

2SE, E2SE fast idle adjustment

1. LOOSEN THREE RETAINING SCREWS AND REMOVE THERMOSTATIC COVER AND COIL ASSEMBLY FROM CHOKE HOUSING (SEE NOTE)
- NOTE: IF TAMPER-RESISTANT CHOKE (RIVETED) IS USED, REMOVE CHOKE COVER AND COIL ASSEMBLY FOLLOWING INSTRUCTIONS IN CHOKE STAT COVER RETAINER KIT.



2. PLACE FAST IDLE SCREW ON HIGH STEP OF FAST IDLE CAM
3. PUSH ON INTERMEDIATE CHOKE LEVER UNTIL CHOKE VALVE IS CLOSED
4. INSERT SPECIFIED PLUG GAUGE INTO HOLE PROVIDED
5. EDGE OF LEVER SHOULD JUST CONTACT SIDE OF PLUG GAUGE AS SHOWN
6. BEND INTERMEDIATE CHOKE ROD AT THIS POINT TO ADJUST

2SE, E2SE choke coil lever adjustment

down into light contact with the needle.

3. Measure the distance from the toe of the float (furtherest from the hinge) to the top of the carburetor (gasket removed).

4. To adjust, remove the float and gently bend the arm to specification. After adjustment, check the float alignment in the chamber.

NOTE: Some models have a float stabilizer spring. If used, remove the spring with float. Use care when removing.

PUMP ADJUSTMENT

No pump adjustment is required.

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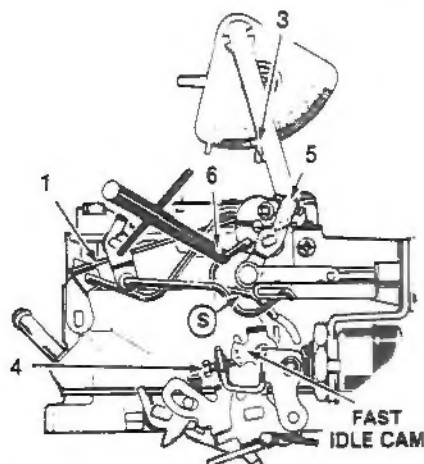
FAST IDLE ADJUSTMENT

1. Set the ignition timing and curb idle speed and disconnect and plug hoses as directed on the emission control decal.
2. Place the fast idle screw on the highest step of the cam.
3. Start the engine and adjust the engine speed to specification with the fast idle screw.

NOTE: On models using a clip to retain pump rod in pump lever, no pump adjustment is required. On models using the "CLIPLESS" pump rod, the pump rod adjustment should not be changed from the original factory setting unless gauging shows it to be out of specification. The pump lever is made from heavy duty, hardened steel making bending difficult. Do not remove pump lever for bending unless absolutely necessary.

CHOKE COIL LEVER ADJUSTMENT

1. Remove the 3 retaining screws and remove the choke cover and coil.



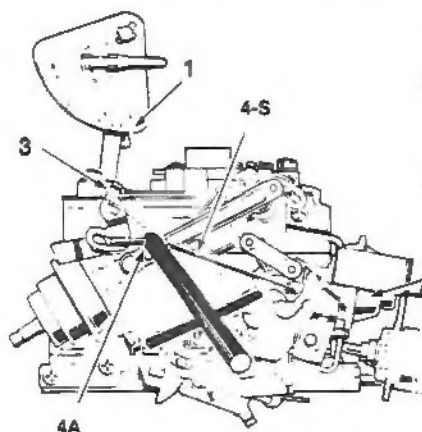
- 1 ATTACH RUBBER BAND TO INTERMEDIATE CHOKE LEVER.
- 2 OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.
- 3 SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATIONS.
- 4 PLACE FAST IDLE SCREW ON SECOND STEP OF CAM AGAINST RISE OF HIGH STEP.
- 5 PUSH ON CHOKE SHAFT LEVER TO OPEN CHOKE VALVE AND TO MAKE CONTACT WITH BLACK CLOSING TANG.
- 6 SUPPORT AT "S" AND ADJUST BY BENDING FAST IDLE CAM ROD UNTIL BUBBLE IS CENTERED.

E2SE fast idle cam (choke rod) adjustment

On models with a riveted choke cover, drill out the 3 rivets and remove the cover and choke coil.

NOTE: A choke stat cover retainer kit is required for reassembly.

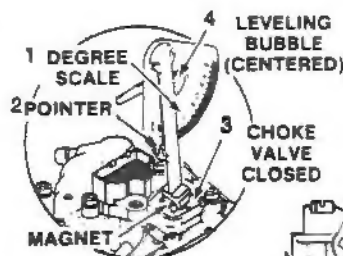
2. Place the fast idle screw on the high step of the cam.
3. Close the choke by pushing in on the intermediate choke lever. On front wheel drive models, the intermediate choke lever is behind the choke vacuum diaphragm.
4. Insert a drill or gauge of the specified size into the hole in the choke housing. The choke lever in the housing should be up against the side of the gauge.
5. If the lever does not just touch



- 1 SET UP ANGLE GAGE ON AIR VALVE AND SET ANGLE TO SPECIFICATIONS.
- 2 USE VACUUM SOURCE, AT LEAST 18" HG., TO SEAT VACUUM BREAK PLUNGER.

E2SE air valve rod adjustment

- 5 SPECIFIED ANGLE (SEE SPECS.)



- 7 CLOSE CHOKE BY PUSHING ON INTERMEDIATE CHOKE LEVER. MAKE SURE PLUNGER BUCKING SPRING (IF USED) IS COMPRESSED AND SEATED.

the gauge, bend the intermediate choke rod to adjust.

FAST IDLE CAM (CHOKE ROD) ADJUSTMENT 1983-84 Models

Refer to the illustration for the adjustment procedure on these models.

AIR VALVE ROD ADJUSTMENT

1983-84 Models

Refer to the illustration for the adjustment procedure on these models.

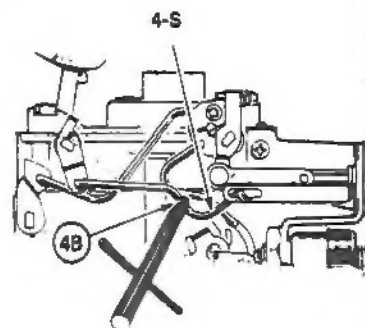
PRIMARY SIDE VACUUM BREAK ADJUSTMENT

1983 AMC Models

1. Follow Steps 1-4 of the "Fast Idle Cam Adjustment" procedure.

- 3 ROTATE AIR VALVE IN THE DIRECTION OF OPEN AIR VALVE BY APPLYING LIGHT PRESSURE TO AIR VALVE LEVER.

- 4 TO ADJUST, SUPPORT AT "4-S" AND BEND AIR VALVE ROD ("A" OR "B") UNTIL BUBBLE IS CENTERED.



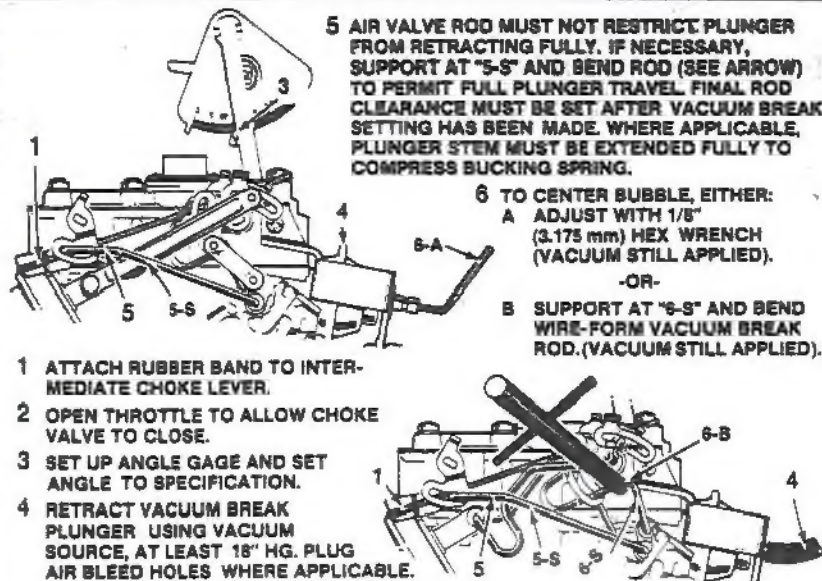
- 6 SEAT DIAPHRAGM USING VACUUM SOURCE.

NOTE: ON DELAY MODELS WITH AIR BLEED, PLUG END COVER WITH PIECE OF 1" SQUARE MASKING TAPE. REMOVE TAPE AFTER ADJUSTMENT.

PLUNGER BUCKING SPRING

- 8 TO ADJUST, BEND VACUUM BREAK ROD UNTIL BUBBLE IS CENTERED.

2SE, E2SE primary vacuum break adjustment—1983 AMC with 4 cyl. engines

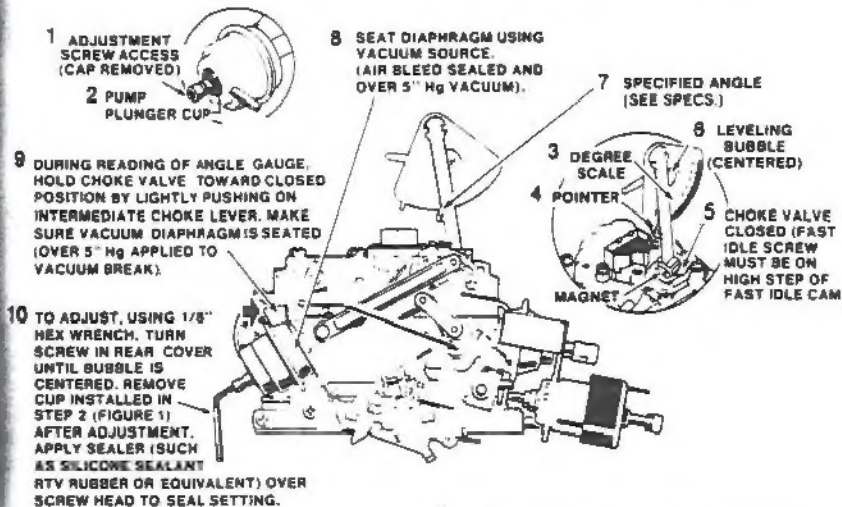


5 AIR VALVE ROD MUST NOT RESTRICT PLUNGER FROM RETRACTING FULLY. IF NECESSARY, SUPPORT AT "S-S" AND BEND ROD (SEE ARROW) TO PERMIT FULL PLUNGER TRAVEL. FINAL ROD CLEARANCE MUST BE SET AFTER VACUUM BREAK SETTING HAS BEEN MADE. WHERE APPLICABLE, PLUNGER STEM MUST BE EXTENDED FULLY TO COMPRESS BUCKING SPRING.

6 TO CENTER BUBBLE, EITHER:
A ADJUST WITH 1/8" (3.175 mm) HEX WRENCH (VACUUM STILL APPLIED).
-OR-
B SUPPORT AT "S-S" AND BEND WIRE-FORM VACUUM BREAK ROD. (VACUUM STILL APPLIED).

- 1 ATTACH RUBBER BAND TO INTER-MEDIATE CHOKE LEVER.
- 2 OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.
- 3 SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATION.
- 4 RETRACT VACUUM BREAK PLUNGER USING VACUUM SOURCE, AT LEAST 18" HG. PLUG AIR BLEED HOLES WHERE APPLICABLE.

E2SE primary vacuum break adjustment—1983 GM models



- 1 ADJUSTMENT SCREW ACCESS (CAP REMOVED)
- 2 PUMP PLUNGER CUP
- 3 DEGREE SCALE
- 4 POINTER
- 5 CHOKE VALVE CLOSED (FAST IDLE SCREW MUST BE ON HIGH STEP OF FAST IDLE CAM)
- 6 LEVELING BUBBLE (CENTERED)
- 7 SPECIFIED ANGLE (SEE SPECS.)
- 8 SEAT DIAPHRAGM USING VACUUM SOURCE. (AIR BLEED SEALED AND OVER 5" Hg VACUUM).
- 9 DURING READING OF ANGLE GAUGE, HOLD CHOKE VALVE TOWARD CLOSED POSITION BY LIGHTLY PUSHING ON INTERMEDIATE CHOKE LEVER. MAKE SURE VACUUM DIAPHRAGM IS SEALED (OVER 5" Hg APPLIED TO VACUUM BREAK).
- 10 TO ADJUST, USING 1/8" HEX WRENCH, TURN SCREW IN REAR COVER UNTIL BUBBLE IS CENTERED. REMOVE CUP INSTALLED IN STEP 2 (FIGURE 1). AFTER ADJUSTMENT, APPLY SEALER (SUCH AS SILICONE SEALANT RTV RUBBER OR EQUIVALENT) OVER SCREW HEAD TO SEAL SETTING.

E2SE secondary vacuum break adjustment—GM A and X models

2. Seat the choke vacuum diaphragm with an outside vacuum source.
3. Push in on the intermediate choke lever to close the choke valve and hold it closed during adjustment.
4. Adjust it by bending the vacuum break rod until the bubble is centered.

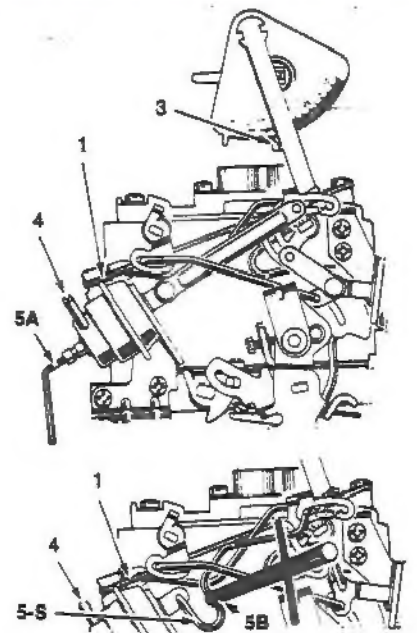
1983-84 GM Models

Refer to the illustration for the adjustment procedure on these models.

ELECTRIC CHOKE SETTING

This procedure is only for those carburetors with choke covers retained by screws. Riveted choke covers are pre-set and nonadjustable.

1. Loosen the 3 retaining screws.
2. Place the fast idle screw on the high step of the cam.
3. Rotate the choke cover to align the cover mark with the specified housing mark.



- 1 ATTACH RUBBER BAND TO INTER-MEDIATE CHOKE LEVER.
- 2 OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.
- 3 SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATION.
- 4 RETRACT VACUUM BREAK PLUNGER USING VACUUM SOURCE, AT LEAST 18" HG. PLUG AIR BLEED HOLES WHERE APPLICABLE.
- 5 TO CENTER BUBBLE, EITHER:
A. ADJUST WITH 1/8" (3.175 mm) HEX WRENCH (VACUUM STILL APPLIED)
-OR-
B. SUPPORT AT "S-S", BEND WIRE-FORM VACUUM BREAK ROD (VACUUM STILL APPLIED)

E2SE secondary vacuum break adjustment

pushing out on the intermediate choke lever.

2. Open the throttle until the end of the secondary actuating lever is opposite the toe of the lockout lever.
3. Gauge clearance between the lockout lever and secondary lever should be as specified.
4. To adjust, bend the lockout lever where it contacts the fast idle cam.

Models 2MC, M2MC, M2ME and E2ME

The Rochester model 2MC carburetor is a two-barrel single stage carburetor which incorporates the design features of the primary side of the Rochester

NOTE: The specification "index" which appears in the specification table refers to the mark between "1 notch lean" and "1 notch rich".

SECONDARY VACUUM BREAK ADJUSTMENT

1983-84 GM Models

Refer to the illustration for the adjustment procedure on these models.

CHOKE UNLOADER ADJUSTMENT

1983-84 Models

Refer to the illustration for the adjustment procedure on these models.

SECONDARY LOCKOUT ADJUSTMENT

1. Pull the choke wide open by

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Rochester 2SE, E2SE CARBURETOR SPECIFICATIONS American Motors

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
1983-84	1982380	0.216 ②	0.128	2500 ③	0.085	18/096	2 ①	21/117	Fixed	34/211	0.065
	1983384	0.138	0.128	2700	0.085	18/096	2 ①	19/103	Fixed	34/211	0.065
	1983385	0.138	0.128	2700	0.085	18/096	②①	19/103	Fixed	34/211	0.065
1985-86	17085006	4/32	0.128	④	0.085	22/123	1 ①	21/117	Fixed	40/260	0.025
	17085380	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085381	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085382	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085383	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085385	5/32	0.128	④	0.085	22/123	1 ①	26/149	Fixed	40/260	0.025
	17085388	4/32	0.128	④	0.085	22/123	1 ①	21/117	Fixed	30/179	0.025
	17086081	4/32	0.128	④	0.085	22/123	1 ①	25/142	Fixed	30/179	0.025

① Degrees—see procedure

② Auto. trans.—.138

③ Auto. trans.—2700

④ See underhood decal

Rochester 2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—U.S.A.

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
1983	17083356	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083357	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083358	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083359	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083368	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083369	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083370	13/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	35/220	30/179	.025
	17083391	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083392	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083393	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083394	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083395	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083396	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083397	13/32	Fixed	①	.085	28/164	1 ②	30/179	Fixed	35/220	38/243	.025
	17083450	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083451	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083452	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083453	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083454	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083455	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083456	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083630	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083631	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083632	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025

Rochester 2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—U.S.A.

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
1983	17083633	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083634	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083635	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
	17083636	1/4	Fixed	①	.085	28/164	1 ②	27/157	Fixed	35/220	45/304	.025
1984	17072683	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17074812	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084356	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084357	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084358	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084359	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084368	1/8	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084370	1/8	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	.025
	17084430	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	30/179	30/179	.025
	17084431	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	38/243	42/277	.025
	17084434	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	38/243	42/277	.025
	17084435	11/32	Fixed	①	.085	15/077	1 ②	26/149	Fixed	38/243	42/277	.025
	17084452	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	38/243	42/377	.025
	17084453	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084455	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084456	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084458	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084532	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084534	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084535	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084537	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084538	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084540	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084542	1/8	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084632	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084633	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084635	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
	17084636	9/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	.025
1985	17084534	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084535	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084540	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084542	4/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17085356	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085357	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085358	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085359	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085368	4/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085369	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085370	4/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085371	9/32	Fixed	①	.085	22/123	1 ②	25/142	Fixed	30/179	30/179	—
	17085452	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17085453	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—

29 CARBURETOR SERVICE

Rochester 2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—U.S.A.

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
1985	17085458	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
1986	17084534	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084535	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084540	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—
	17084542	5/32	Fixed	①	.085	28/164	1 ②	25/142	Fixed	35/220	45/304	—

① See underhood decal

② Measurement in degrees

Rochester 2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—Canada

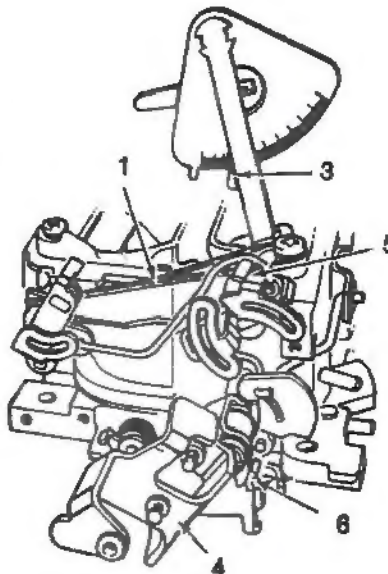
Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
1983	17083311	5/16	Fixed	①	.085	24/136	1	18/096	Fixed	20/110	35/220	.025
	17083314	5/16	Fixed	①	.085	24/136	1	16/083	Fixed	20/110	35/220	.025
	17083401	5/16	Fixed	①	.085	24/136	1	18/096	Fixed	20/110	35/220	.025
	17083440	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083441	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083442	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083443	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083444	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083445	1/4	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083460	1/4	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083461	1/4	19/32	①	.085	18/096	1	18/096	Fixed	—	36/227	.025
	17083462	1/4	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083464	1/8	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083465	1/8	19/32	①	.085	18/096	1	20/110	Fixed	—	36/227	.025
	17083466	1/8	19/32	①	.085	18/096	1	19/103	Fixed	—	36/227	.025
	17083620	7/16	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083621	7/16	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
	17083622	7/16	19/32	①	.085	24/136	1	28/164	Fixed	34/195	40/260	.025
	17083623	7/16	19/32	①	.085	24/136	1	28/164	Fixed	32/195	40/260	.025
1984	17084312	5/16	Fixed	①	.085	24/136	1	18/096	Fixed	20/110	35/220	.025
	17084314	5/16	Fixed	①	.085	29/171	1	16/083	Fixed	20/110	30/179	.025
	17084480	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084481	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084482	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084483	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084484	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084485	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084486	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084487	1/4	Fixed	①	.085	24/136	1	28/164	Fixed	32/195	45/304	.025
	17084620	7/16	Fixed	①	.085	24/136	1	26/149	Fixed	32/195	45/304	.025
	17084621	7/16	Fixed	①	.085	24/136	1	26/149	Fixed	32/195	45/304	.025

Rochester 2SE, E2SE CARBURETOR SPECIFICATIONS General Motors—Canada

Year	Carburetor Identification	Float Level (in.)	Pump Rod (in.)	Fast Idle (rpm)	Choke Coil Lever (in.)	Fast Idle Cam (deg./in.)	Air Valve Rod (in.)	Primary Vacuum Break (deg./in.)	Choke Setting (notches)	Secondary Vacuum Break (deg./in.)	Choke Unloader (deg./in.)	Secondary Lockout (in.)
1984	17084622	7/16	Fixed	⊙	.085	24/136	1	26/149	Fixed	32/195	45/304	.025
	17084623	7/16	Fixed	⊙	.085	24/136	1	26/149	Fixed	32/195	45/304	.025
1985	17084312	5/16	Fixed	⊙	.085	—	1	18/096	Fixed	20/110	35/220	—
	17084314	5/16	Fixed	⊙	.085	—	1	16/083	Fixed	20/110	30/179	—
	17085484	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085485	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085482	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085483	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085484	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085485	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085486	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085487	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
1986	17086484	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17086485	12/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17086486	4/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17086487	4/32	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
1987	17084312	5/16	Fixed	⊙	.085	—	1	18/096	Fixed	20/110	35/220	—
	17084314	5/16	Fixed	⊙	.085	—	1	16/083	Fixed	20/110	30/179	—
	17085482	3/8	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085483	3/8	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085484	3/8	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—
	17085485	3/8	Fixed	⊙	.085	—	1	28/164	Fixed	32/195	45/304	—

⊙ See underhood decal

1. ATTACH RUBBER BAND TO INTERMEDIATE CHOKE LEVER.
2. OPEN THROTTLE TO ALLOW CHOKE VALVE TO CLOSE.
3. SET UP ANGLE GAGE AND SET ANGLE TO SPECIFICATIONS.
4. HOLD THROTTLE LEVER IN WIDE OPEN POSITION.
5. PUSH ON CHOKE SHAFT LEVER TO OPEN CHOKE VALVE AND TO MAKE CONTACT WITH BLACK CLOSING TANG.
6. ADJUST BY BENDING TANG UNTIL BUBBLE IS CENTERED.



E2SE choke unloader adjustment

1. HOLD CHOKE VALVE WIDE OPEN BY PUSHING COUNTER-CLOCKWISE ON INTERMEDIATE CHOKE LEVER.
2. OPEN THROTTLE LEVER UNTIL END OF SECONDARY ACTUATING LEVER IS OPPOSITE TOE OF LOCKOUT LEVER.
3. GAUGE CLEARANCE - DIMENSION SHOULD BE AS SPECIFIED.
4. IF NECESSARY TO ADJUST, BEND LOCKOUT LEVER TANG CONTACTING FAST IDLE CAM.

2SE and E2SE secondary lockout adjustment—typical